



**Standard Connellsville Furnace Coke**

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EXCLUSIVE SELLING AGENTS FOR	<b>3,500,000</b>	TONS ANNUALLY
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**THE BEST BRANDS IN THE REGION.**

Contracts Filled With Good Coke When the Market Is High as Well as When It Is Low.  
Good Service Saves Demurrage and Annoyance. First Class Inspection.

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LARGE TONNAGE OF	<b>Low Phosphorus Coke</b>	FURNACE COKE.
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**SMELTER, FOUNDRY, HEATING COKE AND COAL.**

**PRODUCERS COKE COMPANY,** FIRST NATIONAL BANK BUILDING,  
UNIONTOWN, PA.





[illegible]

**Looking Backward.**

News of the Past Condensed from the Files of The Courier.

JANUARY 9 1894

The old year adds 71 ovens to the total, though the year 1893 was a bad one for the stove industry, says C. J. M. Schoonmaker. This leaves but 631 independent stove makers, and the industry, superintendent of the stove industry, devises a process whereby

the waste heat of the coke ovens may be utilized to generate steam for the boilers at the plant. If successful, the estimated savings of \$7,000 a year in coal will be effected.

Turn & Bell are having a skating rink, 12 by 130 feet, erected on the lot of the Ferry helix on Pittsburgh street.

Ice gorges of a threatening nature are reputed in the Yough between Connehyville and St. Leonard.

[illegible]

Detailed report of the coke trade for the week ending Saturday, January 5 shows a total of 17,834 oven tons in the region of which 14,340 are active and 3,494 are idle with an estimated production of 153,055 tons. Shipments for the week aggregated

1905 cars, consigned as follows: T  
Husby 2010 cars to points west  
234 cars to points east 1,032 cars  
his was an increase of 2806 cars  
over the previous year.  
The first week of 1915 shows a con  
duction greater than that of an  
week during 1894.

Willie in Lowe 13 years old of near  
Springfield, falls through the ice i  
the river and is rescued by Jame  
Brown who is lowered from the  
bridge by a rope just in time to sav  
the youngster from drowning.  
Wilson Bitter is fatally crushed  
while making a coupling at Dickerson

A thunderstorm in the middle of winter melts the ice and snow and a serious flood results. The Young Men have a 25-foot stage on Monday, January 7. J. M. Reid's dam has the foot of Trump Hollow burst, flooding the surrounding country.

Circle's handling of powder caused severe injuries to six Austrian miners. Mayor: One of them, Mike Tomak, died from his injuries.

O O Anderson, school principal at Vanderbit, arrested for bigamy after deserting O after deserting his wife and three children living at Meyersdale. He married a woman in the Philadelphia area.

Cottage State Hospital authorities.

JANUARY 13, 1906

live and 1724 are idle, with an estimated production of 250,684 tons. Shipments for the week aggregated 3,917 cars, 3,917 cars, 10 points west, 10 to point east 1,072 cars. The first week of 1905 shows the same production amounting beyond 250,000 tons and the price \$3.00 for furniture and \$3.35 for foundry grades. During their stay in town, several members of Creators Band are over-

come when one of the number  
ows out the gas at the home of W  
Blanco. In Lintontown 21 of the  
admin each pay 50 cents instead  
\$200 to the McClelland House, and  
e arrest d later in Pittsburgh  
know in the mountains drifts to a  
t of ten and 12 feet and school  
Henry Clay Stewart and Wharton  
ships have to close  
A new articulated compound freight

the largest in the world, put in service by the Baltimore & Ohio railroad to help on the grades between Patch and Rockwood.

James A. Cowan and Clay F. Lynch, permanent assistants to W. F. Cline, superintendent of the E. C. Frick Coal Company at Scottdale

The Tl-States Telephone Company publishes a connection with Baltimore.

Davidson and Miss Leora Armstrong wedded at the home of the bride's sister, Mrs. M. A. Townsend in Hartford.

Aloysius Coll publishes his second volume of verse. The Harem named after the longest poem in it which depicts life in the Orient.

Fire on Water street slightly damages the Johnson barber shop and the business places of David Bier and C.

eggs are selling at 25 cents a dozen  
butter at 28 and 33 cents, bacon  
12 and 15 cents cheese at 12  
and 16 cents, and 10 and 12 potatoes 65 cents  
per bushel

J. C. Latta buys out W. T. Sol-  
omon's interest in the shoe firm of  
Latta & Solomon

Ed W. Horner invents a rack for  
men's clothes which is design-  
ed to keep a suit as snugly as if it

came from the taffers He has  
 filed a patent on it

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licensed to Wed,  
 William Hughenour of Donora and  
 vada Hughes of Dunbar, were  
 granted a marriage license in Upton  
 w/p Saturday

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## PITTSBURG COAL OPERATORS AGAIN PLAN RATE FIGHT

Claim Kentucky Fields are Given Advantage to Lakes.

### ALLEGED DISCRIMINATION

Positioned in Favor of Greensburg for Eastern Business and Are Given No Real Advantage to Any Point, Not Opposed to the Railroad Interests.

Notwithstanding the governmental regulating authorities have conceded in the railroad operating in official classification territory the right to advance their freight carrying charges 5 per cent, the rate controversy is not ended. The coal interests of the Pittsburgh district, for instance, have a grievance and are preparing to air it and more trouble in consequence, is in store for the carriers.

In this instance, however, it is not so much a question of rate per se as of inequality, Pittsburgh shippers claiming that they are being discriminated against to their distinct disadvantage and in turn to the disadvantage of the community, since other mining districts are profiting thereby at the expense of the latter. In a word the Pittsburgh coal interests are protesting not so much against the rate they are charged by the railroads as against the inequalities to which they are subjected, citing, among other instances, that of the 97-cent rate that obtains from the Kentucky field to Lake Erie port, a distance of 500 miles approximately, and contrasting it with their own of 78 cents to the same ports for a 150-mile haul, or only 19 cents less than for the 150-mile longer haul. Moreover, the operators in the fields east of Pittsburgh are accorded the entire to the Western markets at the Pittsburgh rate but per contra, the Pittsburgh operators if they would ship to the Western markets are not given the benefit of the rate that obtains from Greensburg for example.

Summarized the situation of the Pittsburgh district operators, according to their representatives at least, is most unfortunate and what with the various differentials and arbitrary they are being ground slowly by between the upper and the lower millstones. And it is upon such showing that they base their present case.

The proponents in the present move, however, disavow hostility to the carriers but they do insist they declare frankly that the latter are underpaid for the services they render. One of the most prominent operators of the Pittsburgh district frankly expressing the opinion that the 5 per cent concession was totally inadequate to the railroads needs and that the advance should have been in excess of 5 per cent. With them it is a struggle for existence and unless they can secure such a readjustment of freight rates as applied to coal as will enable them to compete on equal terms in the markets of the country with the operators of other districts, then they must perforce confine their activities to the home market in which event the future only will suffer.

### AFTER COAL ROADS

Congressman Would Prohibit Their Control of Anthracite Properties.

Aiming at the alleged control of the Pennsylvania coal fields by the Philadelphia, Erie, Lehigh Valley and Lackawanna and Lehigh Valley railroads, Representative Adamson of Georgia has introduced in the House a bill which would amend the commodity clause of the interstate commerce act so as to restrain railroads from owning or controlling coal companies.

Heavy penalties are provided to insure against violation of the proposed act. A fine of \$5,000 or imprisonment for one year or both, will be imposed on all officers of railroad companies controlling subsidiaries dealing in coal should the bill be enacted.

### McKEESPORT TIN PLATE

How New Stock Will Be Issued Not Yet Decided.

The McKeesport Tin Plate Company has filed notice at Harrisburg of an increase of stock from \$1,200,000 to \$3,000,000. C. P. Douglas, vice-president of the company, said that the action of its board of directors in authorizing an additional amount of stock has been contemplated more than a year but that it had not as yet been decided when or how the new stock would be issued.

Plans for an extension of the plant of the company may be considered by its directors before long. The present works have been in operation at almost full capacity most of the time during the last year and the officers of the company say the prospects are for an increase in the steel business during the next 12 months. No action will be taken regarding the issue of new stock until the president of the company, E. B. Crawford, who is at present in the hospital, has recovered.

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## ORE RATE CASE ARGUED BEFORE INTERSTATE BOARD

Questions Left With Interstate Commerce Commission for Decision.

Arguments have been concluded in the investigation by the Interstate Commerce Commission involving the rates on iron ore from the mines in Minnesota to the upper lake ports and the matter has been submitted to the commission. An opinion may be given at any time within seven months.

The case as presented to the commission, resolved itself into a contest between the United States Steel Corporation and the independent companies the latter claiming that the rates fixed for this transportation are such as to give a rebate to the steel corporation and to that extent discriminatory, as such excess is alleged to go to the railroads owned or controlled by the United States Steel Corporation.

Arguments were made before the commission by Frank Kellogg representing the Duluth & Iron Range and the Duluth Mesaba & Northern railroads, Richard Jones Jr. representing the Jones & Laughlin Company of Pittsburgh, LaPlante Steel Company of Pittsburgh, the Cambria Steel Company, the Republic Iron & Steel Company, the Youngstown Sheet & Tube Company, the Bessemer Steel Company, the Andrew & Hitchcock Company, the Ohio Iron and Steel Company and others while other counsel represented the Great Northern railroad, the Northern Pacific and the Soo lines.

The case has been pending for more than a year and numerous hearings have been held here during that period. The tonnage affected is said to average 25,000,000 to 30,000,000 tons a year, the amount carried by the two steel corporations running 18,000,000 to 20,000,000 tons a year, so that the difference between the rate charged and that which the independent shippers would be responsible would amount to about \$4,000,000 a year, which the independents allege is in effect a rebate to the steel corporation.

Further suspension until July 18, 1915, was made by the Interstate Commerce Commission of certain tariffs of the Wheeling & Lake Erie and the Lorain & West Virginia railways. The suspended tariffs contain regulations and charges for the transportation and disposal of slag and other refuse material in carloads when delivered to the Baltimore and Ohio railroad and certain other carriers at Pittsburgh and other points in the state of Pennsylvania, Ohio and West Virginia.

### EXPECT BUSY YEAR

Pittsburgh Operators Expect Big Tonnage and High Prices.

Optimism pervades the ranks of the operators of the Pittsburgh district as to the outlook for the year just entered upon. They feel that an up-lifting status of the manufacturing and transportation industries is in sight and that demand for fuel will be proportionately increased. The volume of tonnage put out in 1914 the year of greatest tonnage and best average prices ever known since the tonnage of the industry has grown more than 70,000,000 tons more than twice that amount.

It is stated in authoritative sources of information that buyers of fuel for the larger consuming concerns of the country have been located within the Pittsburgh district. Freightage rates are making inquiries for prices for the year, and that the tonnage asked for speaks a prosperous year. The products are inclined to hold fast to the last prices that were obtained in 1914 which ruled without change until just now. These prices were 10 cents for slack and 11.50 for nut coal, 11.10 for mine run, \$1.40 for three-quarter size and the only advance produced in the Pittsburgh district and upon these prices figures are established the price for coal in all competitive districts on a differential basis. Pittsburgh coal is being sold at 10 cents in coal as well as for iron and steel.

### B. & O. PLACES ORDERS

To Buy 2,000 Freight Cars and May Take More.

Announcement has been made by the Baltimore & Ohio railroad that contracts have been made for the purchase of 2,000 freight cars, 1,000 box cars and 1,000 steel hopper cars and that options have been taken on an additional 1,000 box cars and 1,000 steel hopper cars. At the same time prices have been asked on 2,500 tons of rails.

The order for the 1,000 steel hopper cars was placed with the Chesapeake & Ohio Railway Company and the box cars will be purchased from the Mount Vernon Car Manufacturing Company, Mount Vernon, Ill. The contracts made on 2,000 freight cars call for prompt delivery and it is expected that work on the new equipment will be started immediately. This equipment will involve an expenditure of between \$1,500,000 and \$2,000,000.

### BIG COAL OUTPUT

West Virginia's Tonnage Is Greatest in State's History.

CHARLESTON, W. Va., Jan. 8.—A recent parcel of the report of U. S. Census Bureau shows that the production of coal in West Virginia for the fiscal year ending June 30 last was the greatest in the history of the state. From 1,805 mines in 23 counties there was produced during the year 65,782,088 tons of coal as compared with the production of 61,770,362 tons for the previous year.

McDonnell county again led in production although the output in that county shows a decrease over the preceding year.

Kentucky Mines Run Full. The mining industry in S. W. Kentucky is now working full time and large orders are being placed with the mines.

## BUREAU OF MINES MAKES PROGRESS IN DUST PREVENTION

Four Types of Devices to Check Explosions are Developed.

### BARRIERS PRODUCE RESULTS

Experiments at the Princeton Mine of the Pittsburgh Station are Productive of Good Results During the Past Year, Only Four Big Explosions.

In his annual report just made to the Secretary of the Interior, Director Joseph A. Holmes of the United States Bureau of Mines states that excellent progress has been made during the past fiscal year in the investigation of the explosibility of coal dust at the experimental mine near Princeton, Pa. These investigations included a careful examination into the inflammability of coal dust, effect of dust on the explosibility of coal, the possibility of coal dust explosively starting from the improper use of explosives or from electric sparks, miners lamps, mine fires or other agencies.

Probably the most important feature of the year's work was the development of four types of explosion-stopping devices in which rock dust is used as follows: Box barriers, concentrated barriers, automatic barriers and ventilation-stopping barriers. The barriers were of different types and in weak explosive and were effective in preventing propagation of flame beyond them. After being placed in a mine they were easily inspected and repaired. Little disturbance was caused by their presence. Demonstrations before miners showed to the satisfaction of a number of companies, with a view to the selection of the devices in mines.

The results of the tests at the experimental mine have shown the value of watering and a steam humidifying system and the peculiar merits of rock dust, both when distributed throughout the mine and when used as barriers for fire and explosions. The supplementary use of shale dust in limestone dust was found to greatly increase the efficiency of watering.

During the year several explosions occurred during the year as follows: On Oct. 15, 1914, at Princeton, Pa., a small explosion killed one man and injured two. On Oct. 24, 1914, at Princeton, Pa., a small explosion killed one man and injured two. On Nov. 15, 1914, at Princeton, Pa., a small explosion killed one man and injured two. On Dec. 15, 1914, at Princeton, Pa., a small explosion killed one man and injured two. On Jan. 15, 1915, at Princeton, Pa., a small explosion killed one man and injured two. On Feb. 15, 1915, at Princeton, Pa., a small explosion killed one man and injured two. On Mar. 15, 1915, at Princeton, Pa., a small explosion killed one man and injured two. On Apr. 15, 1915, at Princeton, Pa., a small explosion killed one man and injured two. On May 15, 1915, at Princeton, Pa., a small explosion killed one man and injured two. On Jun. 15, 1915, at Princeton, Pa., a small explosion killed one man and injured two. On Jul. 15, 1915, at Princeton, Pa., a small explosion killed one man and injured two. On Aug. 15, 1915, at Princeton, Pa., a small explosion killed one man and injured two. On Sep. 15, 1915, at Princeton, Pa., a small explosion killed one man and injured two. On Oct. 15, 1915, at Princeton, Pa., a small explosion killed one man and injured two. On Nov. 15, 1915, at Princeton, Pa., a small explosion killed one man and injured two. On Dec. 15, 1915, at Princeton, Pa., a small explosion killed one man and injured two. On Jan. 15, 1916, at Princeton, Pa., a small explosion killed one man and injured two. On Feb. 15, 1916, at Princeton, Pa., a small explosion killed one man and injured two. On Mar. 15, 1916, at Princeton, Pa., a small explosion killed one man and injured two. On Apr. 15, 1916, at Princeton, Pa., a small explosion killed one man and injured two. On May 15, 1916, at Princeton, Pa., a small explosion killed one man and injured two. On Jun. 15, 1916, at Princeton, Pa., a small explosion killed one man and injured two. On Jul. 15, 1916, at Princeton, Pa., a small explosion killed one man and injured two. On Aug. 15, 1916, at Princeton, Pa., a small explosion killed one man and injured two. On Sep. 15, 1916, at Princeton, Pa., a small explosion killed one man and injured two. On Oct. 15, 1916, at Princeton, Pa., a small explosion killed one man and injured two. On Nov. 15, 1916, at Princeton, Pa., a small explosion killed one man and injured two. On Dec. 15, 1916, at Princeton, Pa., a small explosion killed one man and injured two. On Jan. 15, 1917, at Princeton, Pa., a small explosion killed one man and injured two. On Feb. 15, 1917, at Princeton, Pa., a small explosion killed one man and injured two. On Mar. 15, 1917, at Princeton, Pa., a small explosion killed one man and injured two. On Apr. 15, 1917, at Princeton, Pa., a small explosion killed one man and injured two. 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On Apr. 15, 1918, at Princeton, Pa., a small explosion killed one man and injured two. On May 15, 1918, at Princeton, Pa., a small explosion killed one man and injured two. On Jun. 15, 1918, at Princeton, Pa., a small explosion killed one man and injured two. On Jul. 15, 1918, at Princeton, Pa., a small explosion killed one man and injured two. On Aug. 15, 1918, at Princeton, Pa., a small explosion killed one man and injured two. On Sep. 15, 1918, at Princeton, Pa., a small explosion killed one man and injured two. On Oct. 15, 1918, at Princeton, Pa., a small explosion killed one man and injured two. On Nov. 15, 1918, at Princeton, Pa., a small explosion killed one man and injured two. On Dec. 15, 1918, at Princeton, Pa., a small explosion killed one man and injured two. On Jan. 15, 1919, at Princeton, Pa., a small explosion killed one man and injured two. On Feb. 15, 1919, at Princeton, Pa., a small explosion killed one man and injured two. On Mar. 15, 1919, at Princeton, Pa., a small explosion killed one man and injured two. On Apr. 15, 1919, at Princeton, Pa., a small explosion killed one man and injured two. On May 15, 1919, at Princeton, Pa., a small explosion killed one man and injured two. On Jun. 15, 1919, at Princeton, Pa., a small explosion killed one man and injured two. On Jul. 15, 1919, at Princeton, Pa., a small explosion killed one man and injured two. On Aug. 15, 1919, at Princeton, Pa., a small explosion killed one man and injured two. On Sep. 15, 1919, at Princeton, Pa., a small explosion killed one man and injured two. On Oct. 15, 1919, at Princeton, Pa., a small explosion killed one man and injured two. On Nov. 15, 1919, at Princeton, Pa., a small explosion killed one man and injured two. On Dec. 15, 1919, at Princeton, Pa., a small explosion killed one man and injured two. On Jan. 15, 1920, at Princeton, Pa., a small explosion killed one man and injured two. On Feb. 15, 1920, at Princeton, Pa., a small explosion killed one man and injured two. On Mar. 15, 1920, at Princeton, Pa., a small explosion killed one man and injured two. On Apr. 15, 1920, at Princeton, Pa., a small explosion killed one man and injured two. On May 15, 1920, at Princeton, Pa., a small explosion killed one man and injured two. On Jun. 15, 1920, at Princeton, Pa., a small explosion killed one man and injured two. On Jul. 15, 1920, at Princeton, Pa., a small explosion killed one man and injured two. On Aug. 15, 1920, at Princeton, Pa., a small explosion killed one man and injured two. On Sep. 15, 1920, at Princeton, Pa., a small explosion killed one man and injured two. On Oct. 15, 1920, at Princeton, Pa., a small explosion killed one man and injured two. On Nov. 15, 1920, at Princeton, Pa., a small explosion killed one man and injured two. On Dec. 15, 1920, at Princeton, Pa., a small explosion killed one man and injured two. 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